



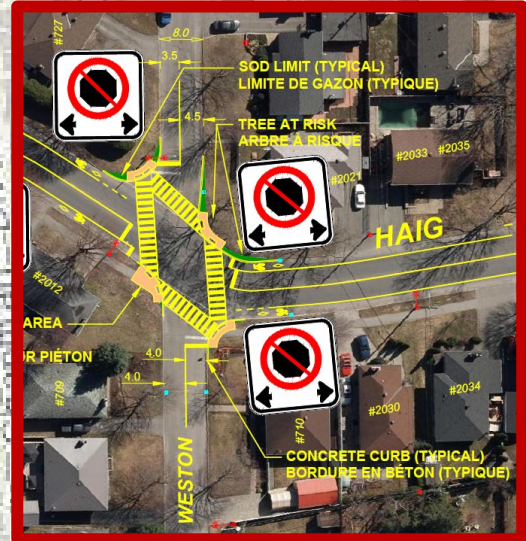
Haig Drive Traffic Calming Concept Plan April 2023

Interactions 

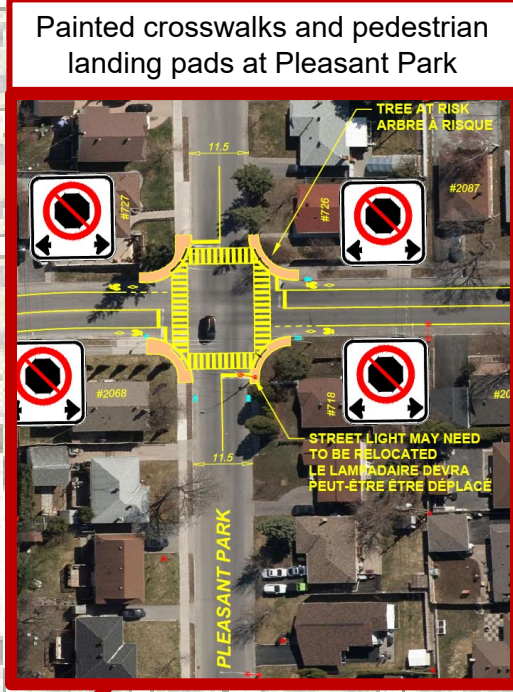
 [Learn more](#)

Not shown:


- Painted bike lanes
- Painted ladder markings (at some crosswalks)





Pedestrian landing pads at Weston

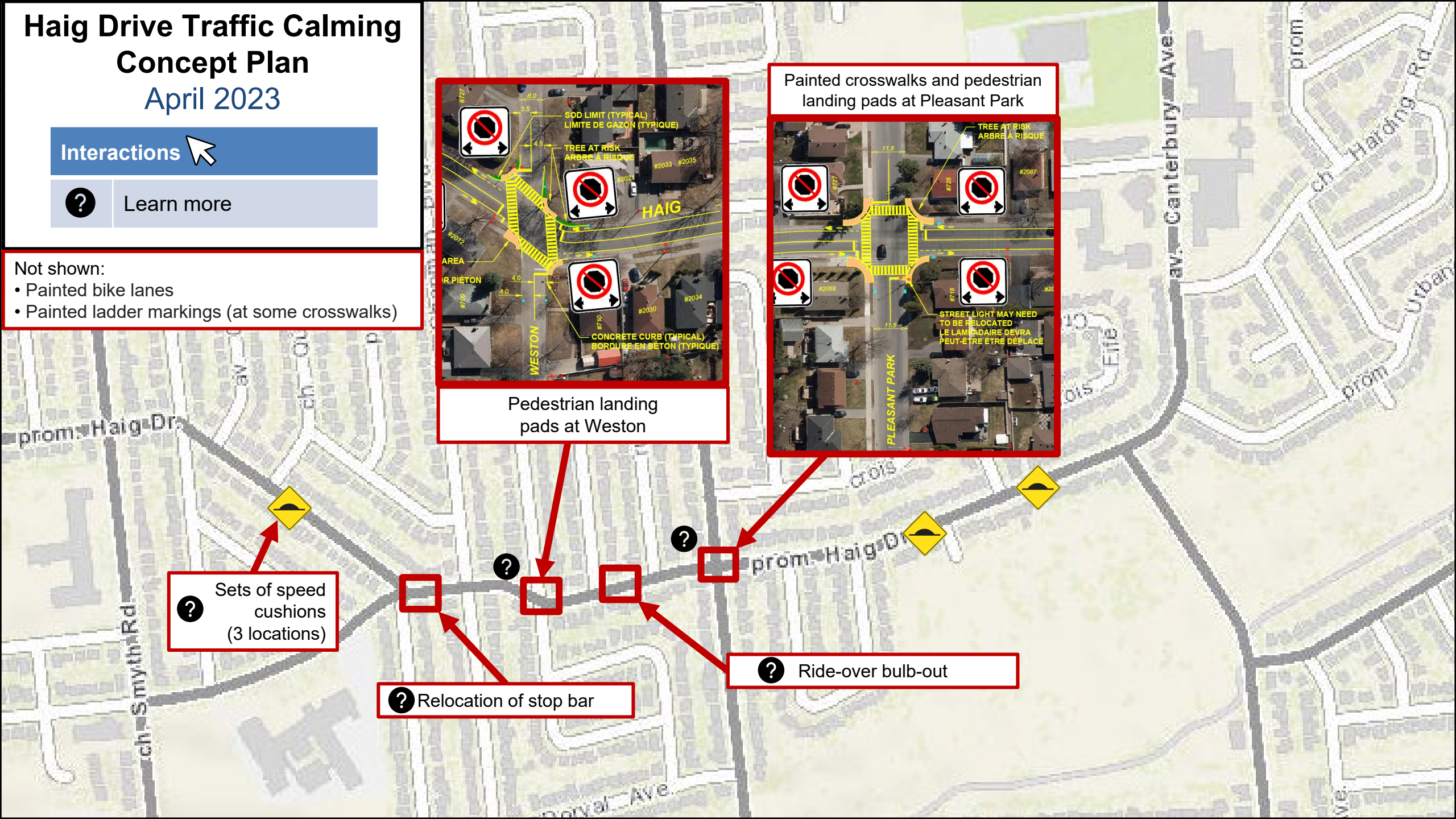


Painted crosswalks and pedestrian landing pads at Pleasant Park

 Sets of speed cushions (3 locations)

 Relocation of stop bar

 Ride-over bulb-out



Speed cushions Speed cushions are raised areas, similar to speed humps, but not covering the entire width of the road. They are designed to allow larger vehicles to “straddle” the cushions, while smaller vehicles experience a vertical upward movement when travelling over them.

PROS

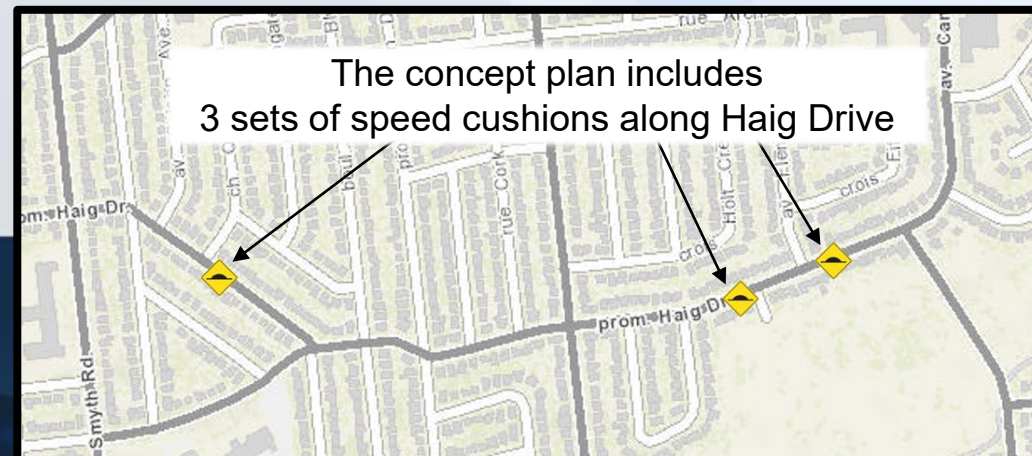
- Reduces vehicle speeds at / near measure
- Self-enforcing

CONS

- May increase traffic induced noise and vibrations
- May impact emergency response activities
- May increase vehicle travel time
- May cause discomfort to bus users and drivers



View a road with speed cushions in Ottawa on Google Street View



Click here to go back to the Concept Plan

Painted Bike Lanes are reserved cycling lanes delineated with pavement markings and roadside regulatory signage.

PROS

- Continuity in the cycling network
- Visually narrows the roadway
- May reduce cyclist-vehicle conflict
- Creates buffering for vulnerable road users from motor traffic
- May improve visibility for all road users
- May reduce vehicle speeds
- No impacts on emergency services

CONS

- All on-street parking would be removed



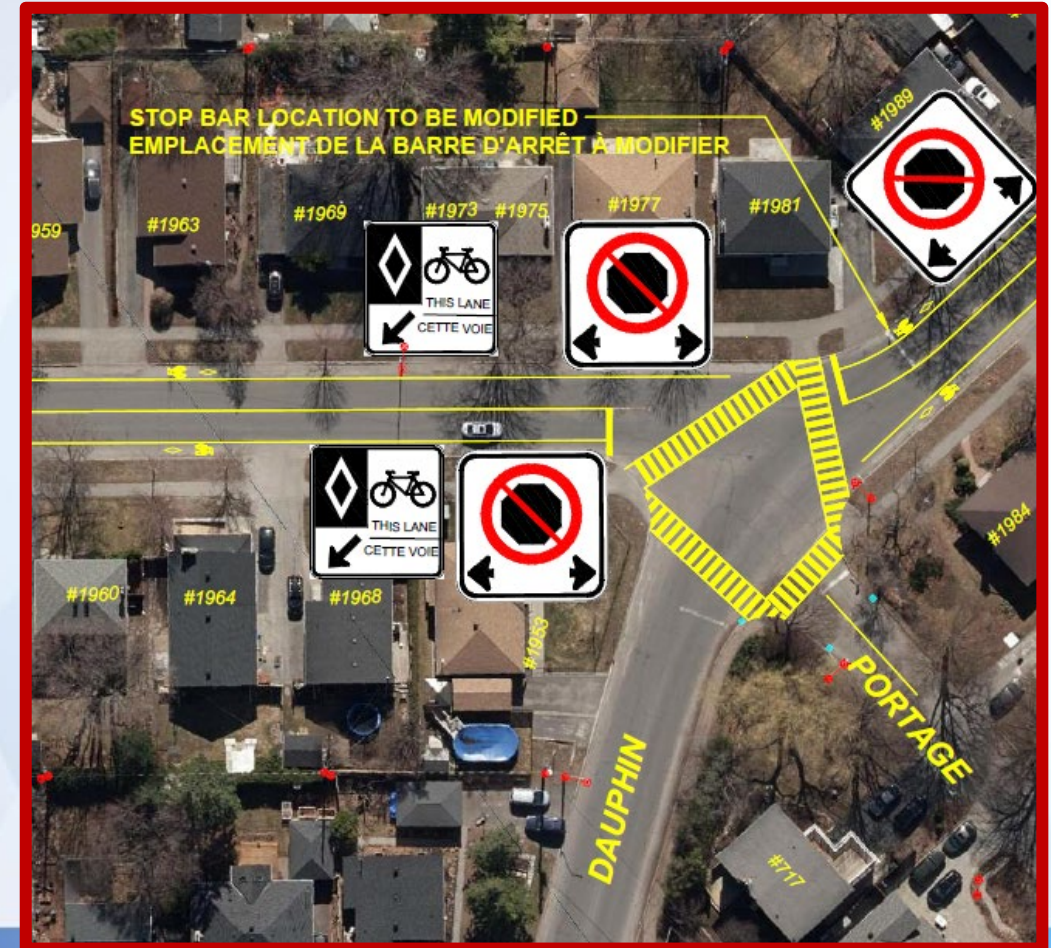
View a road with painted bike lanes in Ottawa on Google Street View



Click here to go back to the Concept Plan

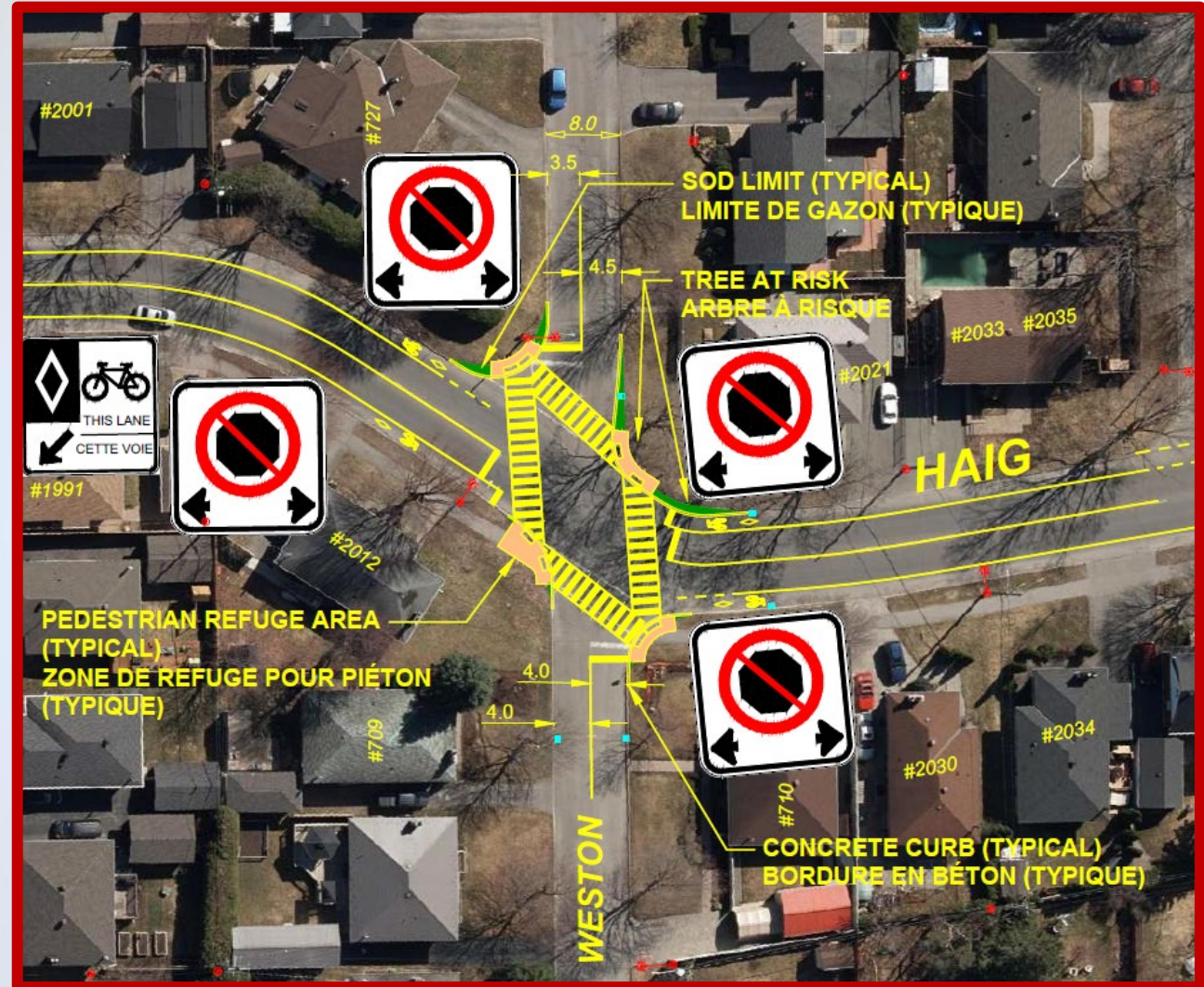
Haig / Portage / Dauphin

Proposed Modification(s)	Purpose
Painted Ladder Markings	<ul style="list-style-type: none">• Highlight/clarify the pedestrian crossing.
Stop Bar Relocation (south leg of Haig)	<ul style="list-style-type: none">• Improves vehicular sightline and visibility of vulnerable users within the intersection



Haig / Weston

Proposed Modification(s)	Purpose
Painted Ladder Markings	<ul style="list-style-type: none"> Highlight/clarify the pedestrian crossing.
Pedestrian Landing Pads	<ul style="list-style-type: none"> Addition of pedestrian landing pads where missing Renewal of the pedestrian landing pads to current accessibility standards Improves pedestrian mobility, safety, and comfort
Curb Radius Reduction	<ul style="list-style-type: none"> Radius reduction reduces the new crossing distance and promotes slower turns.



Curb radius reductions involve modification of intersection corners to implement tighter corners (smaller radii)

PROS

- Shortens crossing distances
- Reduces speeds of right-turning vehicles
- No significant impacts on emergency services

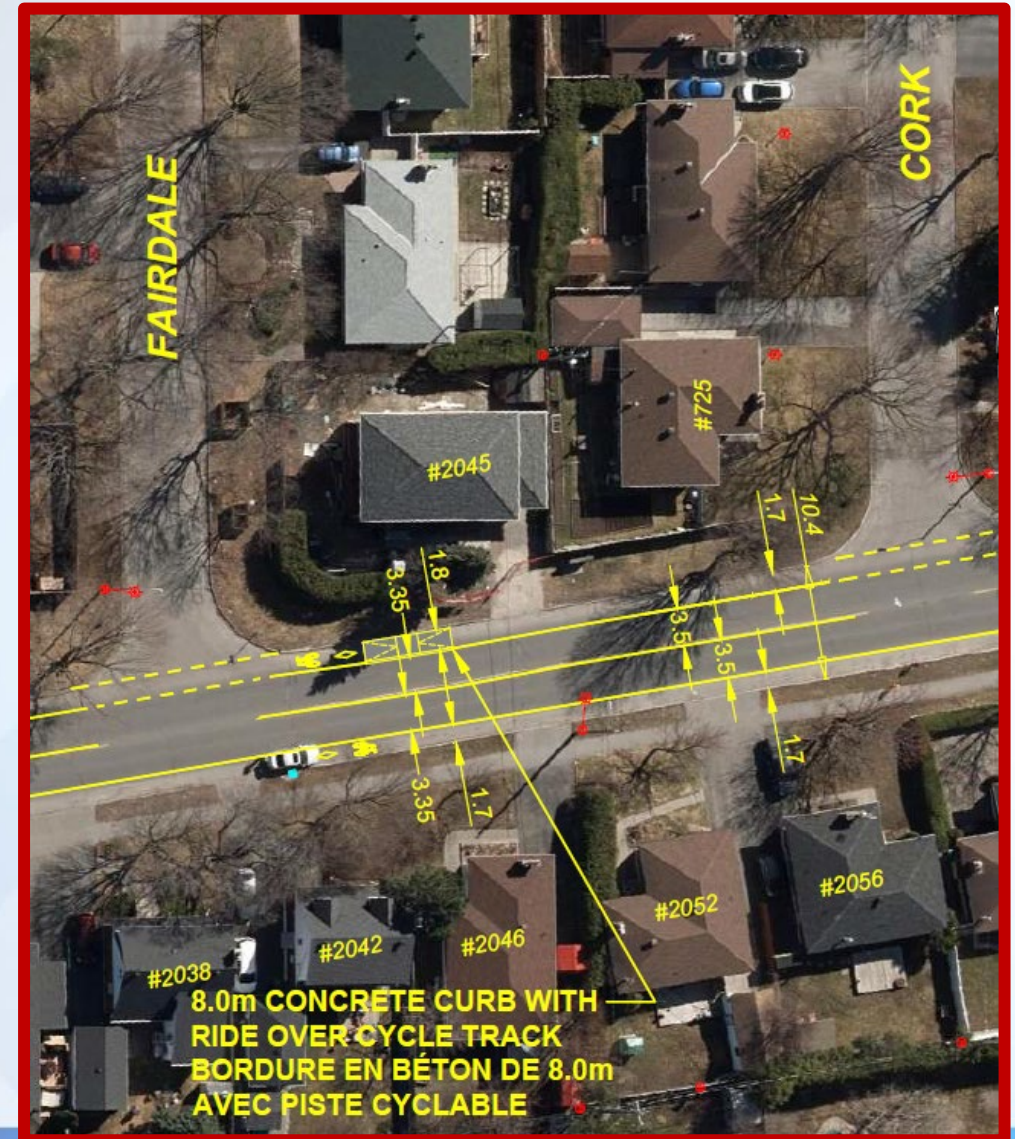
CONS

- Potential for large vehicles to mount the curbside / sidewalk space
- Larger vehicles may need to cross into adjacent travel lanes



Haig / Fairdale to Cork

Proposed Modification(s)	Purpose
<p>Ride-over bulb-out (east side of Haig)</p>	<p>Offers the positive effects of a bulb-out by narrowing the roadway and improves safety for vulnerable users.</p> <ul style="list-style-type: none">• Reduces width of lanes to reduce vehicle speeds.• Creates a separation between vulnerable road users and motor traffic.



Cycle-friendly bulb-outs

are horizontal projections of curbs into roadways that includes spaces for cyclists to ride over or through it

PROS

- Creates a separation between vulnerable road users and motor traffic
- Reduces vehicle speeds
- No significant impacts on emergency services

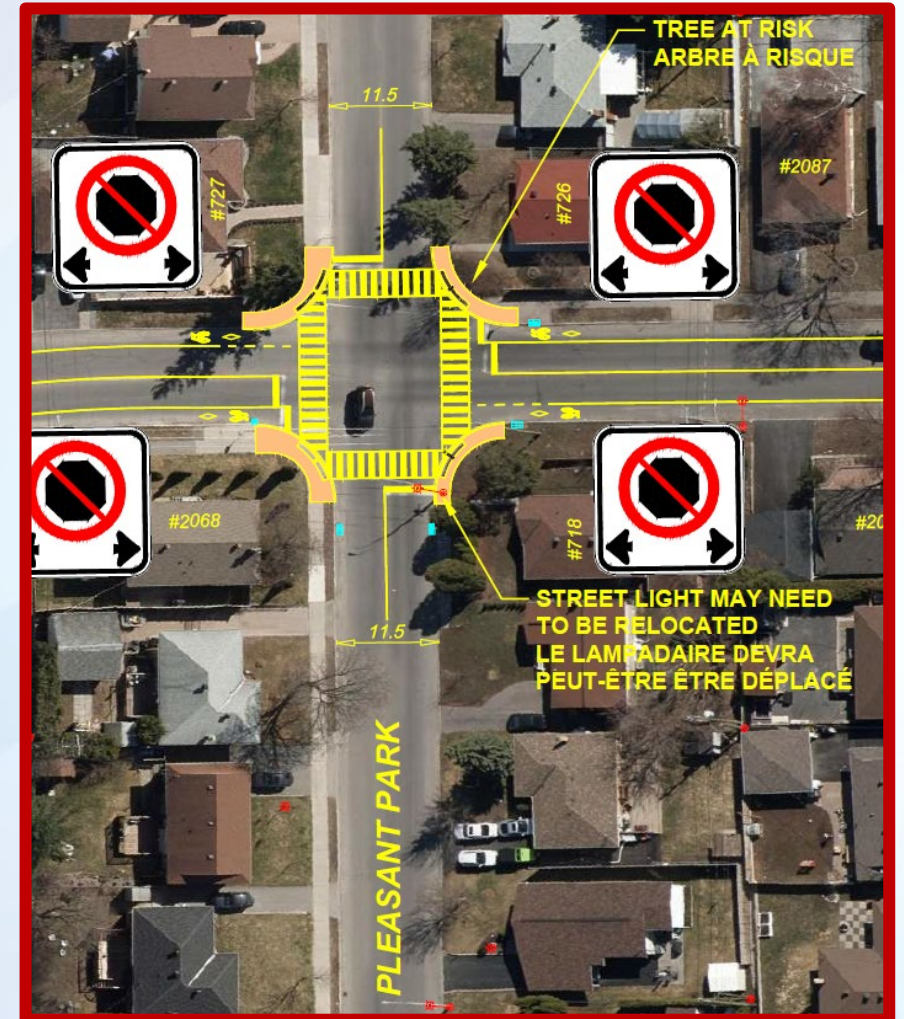
CONS

- Large vehicles may need to cross into adjacent travel lanes to complete turns



Haig / Pleasant Park

Proposed Modification(s)	Purpose
Painted Crosswalks and Ladder Markings	<ul style="list-style-type: none">Highlight/clarify the pedestrian crossing.
Pedestrian Landing Pads	<ul style="list-style-type: none">Addition of a pedestrian landing pad where missingRenewal of the pedestrian landing pads to current accessibility standardsImproves pedestrian mobility, safety, and comfort



Milestone	Approximate Timeline
Initial Online Survey	Completed (December 2020)
<i>As We Heard It Report</i>	Completed (April 2021)
Online Survey Traffic Calming Concept Plan	Until June 9, 2023
Revise Concept Plan (if required) Final Approval of Concept Plan	Summer 2023
<i>As We Heard It Report</i> Final Webpage Update	Fall 2023
Detailed Design	2024
Construction	Currently anticipated for 2025

How to share your feedback



Fill out the online survey by June 9, 2023



Email your questions or comments to our team

